The UTA Approach to Asset Management

Paul Edwards, P.E. Senior Program Manager Utah Transit Authority May 2, 2016





Chicago Sun Times

January 22, 2015

RTA: \$36 billion needed for mass transit maintenance

MTA New York Four Year Capital Program 2015-2019 Renew & Enhance \$26.6 billion

"Asset Management is the key to identifying problems before failures occur that can cause unplanned outages and disruptions in service. An effective Asset Management program will maintain a safe, efficient and reliable transit system for our customers and keep the public investment in a State of Good Repair."

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Achieving Balance

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An integrated and comprehensive asset management system will provide the basis to find the balance between expansion and maintaining a State of Good Repair

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UTA Asset Management System

Budget Projections

Deterioration Forecasting

Condition Rating

Risk Evaluation

Maintenance

Inspection Process

Inventory

Elements of the UTA Asset Management System

Inventory

Develop an Asset Code

Granularity of Inventory

Inspection Process

Inventory

Inspection Frequency

Mobile Data Collection

Process Efficiencies

Maintenance

Inspection Process

Inventory

Improved Safety

Reduce Service Interruptions

Extend Useful Life

Improved Efficiencies

Risk Evaluation

Maintenance

Inspection Process

Inventory

Customer Safety

Impact on Service

Asset Identification

Maintenance Priority

Condition Rating

Risk Evaluation

Maintenance

Inspection Process

Inventory

Inspected Assets Based on Performance

Non Inspected Assets Based on Time

Defined Condition Scale

Deterioration Forecasting

Condition Rating

Risk Evaluation

Maintenance

Inspection Process

Inventory

Curves Based on Data From TERM Lite

Curves Adjust to Maintenance Activities

Lead Time for Budgeting Activities

Budget Projections

Deterioration Forecasting

Condition Rating

Risk Evaluation

Maintenance

Inspection Process

Inventory

Replacement Cost with Inflation

Long Term Planning

Executive Buy In

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Green Field Construction

SGR Maintenance





3300 South Grade Crossing

Video provided by Stacy Witbeck, Inc.



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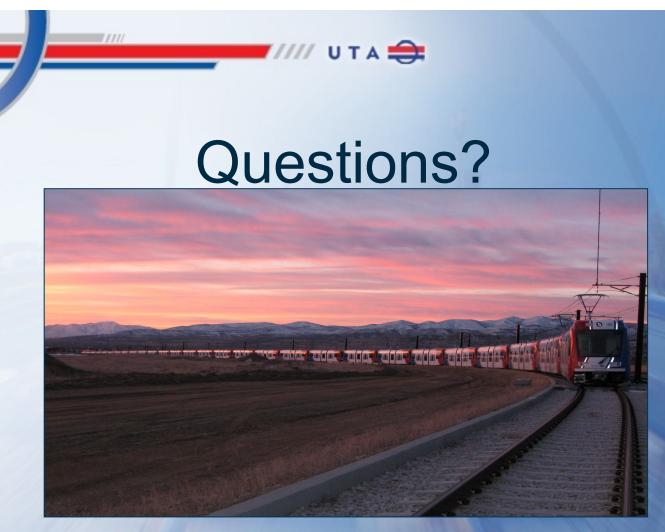
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Future steps on the Journey

- Refine and improve internal processes to feed the correct data into the system
- Develop direct data connection to National Transit Database (NTD) reporting requirements
- Continue to educate internal customers on the validity of the process

- Ongoing development
 - Smart phone inspection applications
 - Tie to RFID data collection
- Create software links to mine data from other systems that will improve the accuracy of the budget projections



Contact Information

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